

HOUSE BILL REPORT

HB 2762

As Reported by House Committee On: Transportation

Title: An act relating to transportation funding and appropriations.

Brief Description: Making 2013-2015 supplemental transportation appropriations.

Sponsors: Representatives Clibborn, Fey and Gregerson; by request of Governor Inslee.

Brief History:

Committee Activity:

Transportation: 2/27/14, 2/28/14 [DPS].

Brief Summary of Substitute Bill

- Makes supplemental transportation appropriations for the 2013-15 biennium.

HOUSE COMMITTEE ON TRANSPORTATION

Majority Report: The substitute bill be substituted therefor and the substitute bill do pass. Signed by 23 members: Representatives Clibborn, Chair; Farrell, Vice Chair; Fey, Vice Chair; Moscoso, Vice Chair; Hargrove, Assistant Ranking Minority Member; Bergquist, Fitzgibbon, Freeman, Habib, Johnson, Kochmar, Moeller, Morris, Muri, Ortiz-Self, Riccelli, Rodne, Ryu, Sells, Takko, Tarleton, Walkinshaw and Zeiger.

Minority Report: Do not pass. Signed by 8 members: Representatives Orcutt, Ranking Minority Member; Overstreet, Assistant Ranking Minority Member; Hawkins, Hayes, Klippert, Pike, Shea and Young.

Staff: Amy Skei (786-7109).

Background:

The state government operates on a fiscal biennium that begins on July 1 of each odd-numbered year. Supplemental budgets frequently are enacted in each of the following two years after adoption of the biennial budget. Appropriations are made in the biennial and

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supplemental transportation budgets for the operation and capital expenses of state transportation agencies and programs.

The 2013-15 State Transportation Appropriations Act (Transportation Budget) appropriated \$8.7 billion from a combination of accounts.

Summary of Substitute Bill:

The bill increases appropriations for the 2013-15 Transportation Budget by \$339 million. Fund transfers and other changes to the 2013-15 Transportation Budget are also made.

Substitute Bill Compared to Original Bill:

The substitute bill makes changes to operating and capital appropriation levels and makes other changes.

Appropriation: The bill contains multiple appropriations. Please refer to the bill and supporting documents available on the Legislative Evaluation and Accountability Program website.

Fiscal Note: Not requested.

Effective Date of Substitute Bill: The bill contains an emergency clause and takes effect immediately.

Staff Summary of Public Testimony:

(In support) Continuing the work of the Department of Licensing to modernize computer systems will lead to improved service and increased efficiency, including for licensing subagents and county auditors. Funding on the State Route (SR) 520 corridor is appreciated and will be good for freight mobility. Building the third Olympic-class vessel will help both the Washington economy and jobs. Continuing the work on a road usage charge is important, and there are some modifications related to due dates and reporting requirements that should be considered. The Legislature should add funding for a statewide transportation plan in order to be compliant with federal requirements. There is a great need for paving improvements, and providing funds for asphalt paving helps all users of the state's highway system.

(Other) Work should be done on a SR 162/SR 410 corridor study. The Commute Trip Reduction tax credit is important to employers for encouraging use of alternative modes of transportation and should be continued.

(Opposed) None.

Persons Testifying: (In support) Representative Clibborn, prime sponsor; Pat Kohler, Department of Licensing; Gordon Baxter, Puget Sound Metal Trades Council, International Boatmens Union, Masters Mates and Pilots, and Marine Engineers Beneficial Union; Reema Griffith, Washington State Transportation Commission; and Tom Gaetz, Director, Washington Asphalt and Pavement Association.

(Other) Mike Transue, Pierce County Chamber of Commerce; Cody Arledge, Transportation Choices Coalition; Kristina Walker, Downtown On the Go Tacoma; and Mike Ennis, Association of Washington Business.

Persons Signed In To Testify But Not Testifying: None.